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The Social Reorganization of the United States.

President ROOSEVELT in his latest political epistle declares that Mr. TAFT stands pledged to continue "the definite and constructive programme of social reorganization already entered upon by the present Administration."

If this is a correct statement of fact Mr. TAFT ought to be defeated.

"Social reorganization" has never yet been regarded by any intelligent American statesman or publicist as one of the functions of the Government of the United States.

For the Federal Administration to plan and endeavor to carry out any scheme to effect a change in the social conditions of the country would be to usurp a power which was not conferred upon the national Government by the States when they came into the Union under the Gonstitution. All the ordinary relations of life in society were left unaffected by the adoption of the Federal Constitution. The national Government, for example, acquired no right thereunder to interfere with marriage or divorce or education or the regulation of prices or the ordinary police jurisdiction for the punishment of crime in any of the several States. In other words, the States did not part with their sovereignty over those general rules of good conduct which control the relations of mankind to one another in society.

If, then, the social organization of the country was not committed to the Federal Government, how can the Administration at Washington properly calls its "social reorganization"?

Such a project indicates an utter misapprehension of the scope and power of the national Government. We cannot believe that WILLIAM H.

TAPT shares this misapprehension.

Triple Monarchy? An interesting subject of inquiry eastern Europe is the effect that will be produced by the addition of the 2,000,000 Serbs and Croats in Bosnia and the Herzegovina on the balancing of races in the composite possessions of the Emperor Francis Joseph. The question has been evaded or postponed for the moment by the announcement that Bosnia and the Herzegovina are to constitute provisionally a distinct dominand the kingdom of Hungary. Already, however, an agitation has broken out in Croatia for incorporation with the two lately annexed provinces in a separate political entity, which would include not only the 3.000,000 Croats and Serbs now associated with Hungary but also the 1,000,000 Serbs and Croats comprehended in the Cisleithan division of the Hapsburg States. The new political entity would thus have a combined population of about 6,000,000 and would exercise a powerful attraction upon the a Committee of Rules. Mr. CANNON independent kingdom of Servia and the principality of Montenegro.

The core of such a political structure exists to-day in the curiously anomalous relation of Croatia to Hungary. Croatia has a right to regulate a very large class of subjects in a Diet of her own at Agram and is to that extent independent of the Parliament at Budapest. Moreover, the forty delegates which the Diet of Croatia has a right to send to the Hungarian Table of Deputies only take part there in debates and divisions affecting their particular province. It was this example of an "in and out" Parliament which was followed by Mr. GLADSTONE in his second Home Rule bill and may yet form the basis of a settlement of the Irish question. It is certain that the plan works well enough at Budapest. The point, however, we are making at More Trouble in Cleveland Traction. this time is that the Crostian Diet, already a very important legislature as regards the scope of its powers, might for seven years Mayor Tom Johnson be erected into a Parliament to which went down in defeat. That, however, and the Herzegovina and also by those It is unlikely that he will accept the tucky the convention assembled and the Serbs and Croats who are at present verdict which lies in a difference of 600 delegates to Denver were instructed to comprised within the Cisleithan king- in a total vote of more than 75,000. dom. The Croatian Parliament, like the Hungarian Diet and the Austrian war, finance and foreign affairs.

Attempts to Germanize the Croats or Croats and Serbs of Bosnia will be and experience has taught the Haps- lines, advantages for the public and

him in 1848-49, when Hungary secoded and Vienna herself rose in insurrection. As for the Magyars, they would doubtess witness without regret the detachment of Croatia from the kingdom of Hungary, for it would leave them numerically preponderant in their domain and would facilitate the Magyarizing process. Nor is there any reason to suppose that a triple monarchy would not be found in practice to work as smoothly as the dual form has worked for forty years, provided, of course, the respective contributions to the common expenditures should be fixed upon an equitable basis.

The Scapegoat.

A whimsical manifestation of the prevailing neurotic-idiotic politics is this fury, some of it genuine but most of it simulated, against the Hon. JOSEPH G. CANNON. All at once he is become a man of sin, a son of BELIAL a vessel of wrath. Democratic candidates for Congress rattle and shake on the platform as they view with alarm this monstrous bogy man. Some shuffling and jelly backed Republican candidates for Congress have renounced that devil and sworn not to vote for him for Speaker should the next House be Republican. Some worthy clergymen who put their hobbies above the Constitution or have been reduced to an absurdity by the Socratian methods in interview of the venerable sinner of Danville regard him in all sincerity, but with what we must be forgiven for calling a ludicrous heat, as the sum of

all villainies and so to be wiped out. We are used to seeing Uncle Joz comminated by the modest and undictatorial GOMPERS, but now there is a egular chorus of booers and hissers and Iowsepophobes. He is howled at not merely in his own Congress district but in many others. A moral boycott is laid on him. Timorous Republicans are afraid to have him come into their neighborhoods. There has been nothing so tragic since the Spider frightened Miss MUFFET away. There has been no nobler parade of virtue since the time of Tartufe. CANNON is almost the issue of the campaign, a huge, immoral, impenitent and miscelaneously damnable issue.

We have no burning fondness for

Uncle JOE. In his Accadian Assyrian early Egyptian way he is uglier than any devil has a right to be. Sometimes he is a pigheaded old fogy. In matters a barbarian. His language is not remakes us regret Pig Iron KELLEY and form the duties laid on it by law. ROSWELL D. HORR. In covenant and compromise with Mr. ROOSEVELT he connected with the changes in south- on fire if Cannon had given them a to be in a mood to approve of large inself-satisfied citizen who thinks it the duty of Congress to pass bills, unconwithout reading them; the nourisher of secret hopes of the Speakership when kicked out, the greasy professional reium, linked by a dynastic tie alone to other folks-what a pack of enemies is the Austrian or Cisleithan monarchy hunting the old man! As for the Democrats, should they have a majority of be two opinions. the next or any succeeding House and fulfil the pledge they have made in their platform the House in which that fulfilment comes will be, it is safe to say, a little more grotesque, impotent and amusing than any contemporary show of "Jeffersonianism" of the new vintage. At any rate to do any business at all the House has believed as the result of experience that it must do business with "Czar." REED, CRISP or CANNON, and

> turns out altogether too much legisla-Mr. Cannon is a forcible and has been an admired public character. He has been before the country long. There is no mystery about him. No new crimes or virtues have been discovered in him. He is what he has been, and he is now being pursued with a mostly hypocritical and entirely wrong headed virulence. Wicked as he is said to be, many of us prefer him to a House conducted according to the prescriptions of "highbrows" or even under the direction of "the People's Lobby."

didn't invent the system, nor should he

be blamed for the workings of it. The

chief fault a clear poising judgment

would find with it would be that it still

In what was perhaps the most important battle in a campaign that has lasted embers might be chosen from Bosnia does not mean that he will "stay down." Last April the street railways of

Cleveland were leased to a company Reichsrath, would send a delegation to called the Municipal Traction Company. Vienna for the purpose of discussing This organization, capitalized at only the three matters of joint interest, \$10,000, assumed the control of the car lines under a twenty-five year fran- the other hand he has exhibited such chise approved and granted by Mayor to Magyarize them have been for some Jewnson and the Cleveland City Council himself with his former ideals and has time abandoned, and the Croats now in the face of a considerable opposition. possess a literature of their own, together It appears that a large part of the pub- such vehemence—as lately as two years ith a university at Agram, which is lie has been dissatisfied with the new seat of learning and of science. The management. Mayor Johnson, the moving spirit in the enterprise, seems drawn irresistibly toward their breth- to have been oversanguine. He pledged ren of more highly developed Croatia, all manner of improvements for the Neb., employs this language:

than to withstand such nationalizing publicly his personal pledge that car endencies. Croatia in particular de- fare within the city limits should never serves generous treatment at the hands exceed three cents. Not long after the of her sovereign, for she was faithful to new company took charge the cash fare was raised to five cents. Complaints poured in regarding transfers, service and other matters.

It seems more than probable that if the people had accepted the new situation with a disposition to wait with patience until it had been fairly tried out the result would have been all that was expected. The new system, as a system, is sound enough, but there have been various influences at work to discredit it. Until a little more than a month ago Johnson fought the proposal that the matter be referred to a popular vote. Probably convinced that the franchise would be indorsed by the citizens, he then consented to a referendum and instructed the City Council to proceed in the matter. The vote, taken last Thursday, resulted in the defeat of the franchise. What will happen now it is quite impossible to say. Presumably the vote nullifies the franchise, does away with the holding company and restores the properties to the previous owners. Yet this seems almost impossible. The alternative appears to be an agreement upon another franchise the terms of which shall be acceptable to the railway interests and to the citizens.

At present the situation is endlessly tangled. Mayor Johnson will doubtless continue to be the disturbing element. If he and his theories and his hobbies could be suppressed for a time, we have no doubt that a citizens committee could within a short time draft a new franchise along lines that would safeguard the interests of the railway companies and meet all of the reasonable requirements of the public. As we see the matter at present the alternative of such a plan is protracted litigation, uring the continuance of which the public would be subjected to all the inconveniences and miseries of a wretched street car service. The Mayor has had his way and the people have expressed their disapproval. It remains for the people to decide what they want and to ry their plan.

For the Tenement House Dwellers.

The Tenement House Commission has asked the Board of Estimate and Apover the amount allowed for 1908. Of this sum \$6,060 is wanted for salary increases made on June 30 of this year, \$13,150 for raising salaries of January 1, and \$5,106 for supplies. The remainder of art and of the finer intelligence he is of the increase requested is desired for strengthening the force of inspectors fined gold. His standpatism almost in order that the Department may per-

It is proposed to use \$64,050 of the increased appropriation for the inspechas permitted things that should have tion of 330,053 dark rooms, in each of been omitted, and attempted, as in the which the law says a window shall be case of the proposed unnatural union cut. Hitherto the Department has been between Arizona and New Mexico, unable to bring about this much to be what finally had to be dropped like a desired improvement because the time enter upon what President Roosevellt hot iron. Enlarge, if you please, all and energy of its force have been taken the faults and excrescences of him; the up in more pressing duties. At present fact remains that it is putrid humbug to also the Department is unable to make hold him responsible for the arrange- the twelve annual sanitary inspections ment by which the House of Represen- of tenement houses in which rents are tatives is ruled. We had supposed that \$25 or less a month for which the law everybody knew that, but the fierce- provides, and if the Board of Estimate ness of the attack on Cannon shows and Apportionment gives it the money Will the Hapsburg Realm Become a that we were wrong. The cranks, the it wants \$95,100 will be expended for

atives who would have set the Potomac This year the taxpayers are not likely creases in the budget, but the requests of so useful a Department as that which chance, the eminently virtuous and creases in the budget, but the requests protects the tenement population, and stitutional or not, which he wants or thus all the inhabitants of the city, has petitioned for-probably enough from the effects of indecent housing, are worthy of serious consideration. If they are rejected it should be only Uncle Joe has stepped out or has been after full examination has shown that the work for which the Department was designed can be done properly with the Bigelow's letter read at the Carnegle Hall former and inspector of the morals of designed can be done properly without expending more money, for of the necessity of doing that work there cannot

Bryan's Two Definitions.

When Mr. BRYAN was running for President in 1896 Colonel HENRY WAT-TERSON said of him in the Courier-

" Mr. WILLIAM J. BRYAN has come to Ken tucky, and Kentuckians have taken his measure. He is a boy orator. He is a dishonest dodger He is a daring adventurer. He is a political faker. He is not of the material of which the seople of the United States have ever made President, nor is he even of the material of which any party has ever before made a candidate."

Last June Colonel WATTERSON made journey to Lincoln for the purpose of looking Mr. BRYAN over. Mr. BRYAN had said at Denver in April, "the silver question is no longer an issue," so two months later the Kentucky Colonel went out to the Fairview temple to satisfy himself. On the evening of June 10 he and Mr. BRYAN repaired to the Lincoln Hotel and there WATTERson made a speech in the course of which he said "The silver question was a myth, an incident, an iridescent dream." Mr. BRYAN was present and heard him, but he didn't bat an eyelash or flinch. He stood hitched. So the silver question which was not an issue in April, 1908, turned out in June never to have been an issue at all. It had been a myth, an incident, an iridescent dream, but never an issue. Colonel WATTERSON accepted Mr. BRYAN's silence as a renunciation in full and the next day in far off Kenvote as a unit for WILLIAM J. BRYAN and to keep on voting until he was nominated by the Democratic party.

So far as we know this is the only recantation Mr. BRYAN has ever made -if indeed it can be so described. On eloquence and passion in identifying reiterated his devotion to them with ago-that we are compelled to wonder what his state of mind must really be. A very enlightening pamphlet just issued by CHARLES O. WHEDON of Lincoln.

" If the gold standard is a conspiracy again burg ruler that it is wiser to encourage benefits for the employees. He gave the human race, why is it that Mr. Bayan is no

answer is that because of the increased production of gold the silver question is no longer an issue. But the issue which he raised was not that there was an insufficient amount of money. He claimed to be fighting for a principle. Is a principle to be abandoned because money is more or less pientiful? If Mr. BRYAN shall now be elected. will he remain true to the platform of the sliver party? If not, why not? The language he used was, 'I pledge you that, if elected, you shall neve have occasion to accuse me of being false to that platform.' 'I would no more join the ranks of those who propose to fasten it [the gold standard) upon the American people than I enlist in an army which was marching to attack my home and destroy my family."

But can we not find the solution of this seeming puzzle in two definitions Mr. BRYAN himself has given from the rostrum?

"A demagogue is a man who advocates a thing he does not believe in order to conciliate those who differ from him. A demagogue is a man who is willing to advocate anything, whether he believes it or not, which will be advantageous to him and gain him popularity."

" MAKEBRIPT:

" What is a makeshift? Why, It is a temporary expedient. It is a thing used until some better thing can be secured."

Is it not evident in fact that Mr. BRYAN is the person he himself has pictured, subordinating for the moment the solemn consecrations he manipulated with such effect a few years ago and brandishing in this emergency an entirely new set of nostrums and prophylactics? Are not his "issues" just for the present the very "makeshifts" to which he has glibly introduced us?

Some days ago our esteemed contemporary the Richmond News Leader closed the sale of the Bryan Democratic buston wound up the accounts of the enterprise and forwarded to Colonel Moses Cincin-NATUS WETMORE the sum total of the receipts up to date. The list of purchasers was as follows:

" W. H. WYATT, Jr., \$3; DEMOCRAT, Manchester, \$1; BENJAMIN BROCKENBOROUGH, \$1; Colonel W. O. SKRLTON, \$1; Captain JOHN LANDSTREET, \$1; HORACE A. HAWKINS, \$1: Major P. A. WELLPORD. \$1; O. L. TURNER, Tunstalls, \$1; A. B. CHANDLER, Bowling Green, \$1. Total, \$11."

Maybe this will furnish one round of cocktails for the hard worked force in Colonel WETMORE'S headquarters. We doubt it, though.

Expert photography may not be infallible, but it ought to be a useful adjunct to the football reformer if we may judge from some of the pictures we have portionment for an appropriation of of the activities of players when the ball \$27,820 for 1909, an increase of \$184,593 is put in play-pictures in which the evidence of slugging and foul holding is too clear to be disregarded.

The Tennessee Night Riders.

TO THE EDITOR OF THE SUN-Sir: It will be well for these Tennessee night riders to be very chary of their threate against one Malcolm Patterson, Governor of the State. This is no weakling they are trying to intimidate. He is a mild spoken and a cordial man, almost affectionate to those he likes or who come to him from friends. But he is a red headed man of Scotch-Irish descent, with a grim jaw and malignant eye when he is roused. Moreover, if the "Captain Cooper of Nashville, now reported as being with him at Samburg Duncan B. Cooper of that same town, the Governor is assured of wise and strenu-ous counsel. The night riders will not live long in Tennessee, unless I am griev-ously mistaken. They may precipitate vio-lence if they will, but I should not like to be in the pathway of the storm when they TENRESSEAN. NEW YORK, October 26.

"The People" North and South. TO THE EDITOR OF THE SUN-Sir: Mr. says: "Shall the people rule?" vote. Down South they will not let the

G. E. WILLIAMS. this question? NEW YORK, October 26.

Missing Ships.

TO THE EDITOR OF THE SUN-Sir: Sev eral months ago I wrote the enclosed lines. which I trust you will kindly publish, for meeting on Tuesday evening. I think the two utterances taken together and coming from two persons formerly bitterly oppos to Mr. Bryan show a genuine drift of ical thought. Twelve years ago I pub lished at considerable outlay from my purse a pamphlet against Mr. Bryan en tantur et nos mutamur in illig.

INGERSOLL LOCKWOOD. NEW YORK, October 25.

re makers of laws and rulers of men. Senators seated 'neath ceilings of gold, What man hath once builded let man build again Give us, oh, give us, our ships as of old Bearing our riches to ends of the world,

Rippling the waters of harbor and bay, lying the banner by freedom unfurled Oh. turn back our country to that joyful day! Now the ships of the stranger, in calm and h

Unloading their cargoes at anchorage lie, While the Star Spangled Banner is lost Of outstreaming pennants that darken the sky. Oh, keep all the treasures ye've heaped in you vaults.
Ye betters of gold, till in shame the scale dips.

But makers of millions, oh, give back our ships! What, framers of law, doth your wisdom abate, Your vaunted power falter and end at the

What have ye made us, then, men of the State, But virtual prisoners within our own land? Lo. your jailers have come with their galleon

Come with rich freightings of value untold. Come with rare stuffs of their weaving abroad, Raiment and food for the captives they hold. Oh, princes of commerce and barons of trade, Lords of fair millions, drop vows from you lips
To lay not a finger on wares foreign made
Not borne to our shores in American ships.

Let but the people recover their sway, And soon shall our merchantmen swarm o'

Till the sun with the light of a ne'er ending day Links their bright pennants in globe circling A Nebraska Post.

TO THE EDITOR OF THE SUN-Sir: I think THE Sun is in error in taking Mr. Bryan's remark in regard to tiger hunting in Africa so seriously. In fact I believe that the people generally are labor-ing under a misconception as regards Mr. Bryan and are liable therefore to fall into error in at-tempting to construe his utterances literally. Mr. Bryan is an office seeker by force of cirumstances, but by nature he is a poet, a sort of meiess songster, whose soul is aglow with octic fervor and whose vivid imagination peoples the actual world with the most fantasti-creations. When a certain ancient English writer whose memory is yet held in some esteem is allowed to write of the "seaccast of Bohemia and so fill the woods about Athens with creature of his fancy unquestioned, why should a grea modern romanors like Mr. Bryan be held so strict.

In fuence of the Bevil Wagen on Oratory. Knicker—Is he a graceful orator? Bocker—No, his only gesture is cranking up.

contending against that standard now! His THE ELECTION, THE RAILROADS AND OUR PROSPERITY.

> A Vital Truth Clearly Displayed. To THE EDITOR OF THE SUN-Sir: With the Presidential campaign drawing to a close, with the natural uncertainty as to who will win, the press and public are seri-cusly considering what the election of

While the partisan, of course, will insist that the election of the opposing candidate will mean a further depression of business, to my mind what is absolutely necessary for the return of prosperity is a discontinu ance of the policy to hit at every concern that happens to be incorporated, and espe-

Bryan or Taft would mean for the reviva

cially at the railroads.

The idea is too prevalent that railroad are the foes of industrial development and that they are unjustly exacting exorbitant Everything is supposed to be grist that omes to the railroad mill, and without any investigation of what it means costs to run a railroad nearly every State and the Federal Government itself has been enacting laws regulating the rate they shall charge and how thay shall conduct their affairs generally, until to-day the railroad business is completely demoralized and railroad securities, once the most staple and desirable form of investment, are about or the par with the fly by night mining stocks that are being constantly fostered on a

If one stops to consider the progress

rullible public.

of our country before the introduction of railroads, how slow it was and confined to the cities and towns along the natural waterways, the most radical hater of the railroad must admit that to the railroads alone is due the wonderful development of our country and that as new lines are built new territory is opened up, indus No one can deny this, and we have often read of celebrations being held when some new the builders of the road were wined, dined and praised for their enterprise. They had given a new territory the thing needed for its development, and the people were grateful. But follow the career of this read for a while and it will not be long before you will find it being denounced as an extortioner by the very persons who were loadest in their praise when the road was first projected. The general public sees the road doing what is apparently a very profitable business. They figure that the material going into the road cost so much and that the equipment cost so much; they get a statement of earnings and begin to figure out the profit the road is making This once settled in their minds, an agitation is started for lower freight rates reduced passenger fares, more frequent train service, more station stops and every ther conceivable thing that only those inversed in reilroad operation would dream f asking a railroad to do.

If a railroad was really built when the rails were down and the first train run there might be some basis for their mands, but the truth is that the real building of a railroad starts at that point, and it is five and sometimes ten years after the roadbed has been turned over by the contractor that it can really be called a railroad n the true sense of the word, and during that time the cost of maintaining the road should really be charged to construction cost. During this time the road has to develop its business, and as that depends on the opening up of new industries along its line and its success in meeting com-petition at terminal points it is often a long and tedious struggle to meet interest an other charges, and lucky is the road, unless it has strong financial backing, that survives this period of its development and does

not go into bankruptcy.

When this happens the cry is that the road was overcapitalized, that there was too much water in it, when the truth is ta bankruptcy was caused by the low rates t had to charge to get business.

talization of American railroads is only \$61,000 a mile, while those of Great Britain are capitalized at an average of over \$260,000

five times as high as ours.

If the rallroads were making so much money, why do we see the New York Central. asylvania, Erie and other trunk lines flooding the market with short time notes? general business and make necessary reare required by city and State ordinances it is the only way they can get it, as few mortgages provide for the issuing of bonds for this kind of work, and until there is a cessation of agitation and a revival of busiess it is safe to assert that these loans will have to be many times renewed before they

are taken up.

With railroad facilities an absolute necessity for the development of any territory it seems strange that there should be such m outery against them.

When one looks back at the great public

domain west of the Mississippi River before any railroad had penetrated it, practically a desert and comparatively uninhabited, and trace its wonderful development as railroads began to build through it it would seem as if no one could deny the great debt our country owes to those pioneers in the field of transportation who had the courage to place their money in these railroads which after completion ran from nowhere to nowhere and had to wait for people and they could look for revenue.

and localities were quick to realize what it meant for the prosperity of the territory served as well as the country at large to ave these railroads built, and they libe ally aided their construction and promotion by substantial subsidies, all of which camsack to them many times over in increase land values, while the roads themselve had a precarious existence, many being ferced into bankruptcy, and in the natural course of reorganization the original pronoters suffered heavy losses if not complete

Canada to-day is doing what we did years ago. She is subsidizing her ratiroads and doing everything she can to encourage building flourishing there as it never did tractors' outfits are rusting.

e present time there are over 225,00 miles of railroad in the United States, and is room for 225,000 miles more, but with the present feeling against railroads very little new mileage will be built. It takes capital to build these roads, and capital wants to have a reasonable assurance that there will be some return for the money invested; but to-day with every State hav-ing a different idea as to how a railroad should conduct its business, with the Federal Government joining in the crusade and the cry of State and Federal ownereign investors especially are withdrawing their money, and the railroads are finding it hard enough to relise money to meet their present needs without attempting to project any new lines. With such conditions existing the building of any new line is a highly speculative undertaking, which means a high bend issue. On the other hand, if the investor can be reasonably assured that he is putting his money into an enterprise that will be looked on as a benefit

have been successful and control large brunk lines extending through the far West and Northwest. They know they have

made millions out of their enterprises and they feel that they have been and are being robbed, but they entirely overlook the fact that while these men and their associates may have made fortunes millions of other people have been benefited, that cities have grown up, territories developed into States and hundreds of millions of dollars have been added to the wealth and commerce of the country by the building of these railroads.

As one with thirty-five years experience in the construction of railroads and with some experience in the operation of same, I have a fair idea of what it costs to build a mile of railroad and what it means to operate one, especially in its early stages of development; and as stated before, the maintenance of a railroad during this period is more than its actual construction cost
An instance of this can be found in the history of the Santa Fé. When first built it
ran through a desert. With the opening of the railroad the territory along both sides of the line began to be settled, the ground was cultivated, and with the open ing up of the soil, through some cause or other, rains became plentiful and the track began to sink, and it costs twice as much to maintain the road now as it did twenty years ago, while the freight and passenger rates have been cut at least 60 per cent.

Another element that is retarding the

building of new lines at the present time is the difficulty encountered in getting the proper rights of way and terminals. Where in the past the people were only too willing to donate free right of way and cities an towns vied with each other in giving de sirable terminals, to-day the railroads except in rare cases, have to conde every foot of their right of way and pay all sorts of tribute to those in control in order to get any kind of an entrance into a city This is an element of cost that never had to be considered in former days, but now it is one of the large items and one that can not be estimated in advance, because the railroad in the assertion of its right of emient domain has either to abide by the judgment of unfriendly jurors making awards for land taken or expend consider-able money in the cultivation of the jurors dship, and this is a performance which often repeated becomes expensive.

When it comes to passing through towns and cities and the securing of proper terminals this item of cost is only limited by the amount those controlling the situation liege. Kansas City has a union depot that wouldn't pass muster as a cattle shed—an old, dilapidated building, filthy and full of vermin; it is a disgrace to the city. The railroads entering Kansas City want to build a new depot and formed a company for the purpose of building it. A site has been the expenditure of many millions of in the erection of what is intended to be one of the finest union depots in the country. regulations and restrictions in regard to its use that the Union Depot Company found that to comply with them they would be unable to earn fixed charges. For several years they have been trying to get the city to modify its demands and regulations, but without avail, and this great improvement

has been abandoned, temporarily at least.

There are many other items that enter into the cost of constructing and operahigher, material and equipment dearer and competition greater; and this competition, together with State regulations in regard o rates, has forced down passenger and freight rates until to-day there isn't a rail road in the United States that is earning enough to make an adequate return on the money invested. Not a small minority are just about able to meet their fixed charges. while a good many roads have kept ou of bankruptcy only by mortgaging and re mortgaging not only all their assets their future earnings as well.

No concern in a healthy financial condi-tion would have to resort to such expedients to raise money, and when we find the railroads resorting to every conceivable financial plan to raise money we know that they are not making any. The passing of dividends, the talk of receiverhips, the cancellation of equipment tracts, the suspension of all improvement ecessary, are surely not the signs of prospenses of operation and maintenance to point where their neglect to make repairs omes almost criminal and the hauling long term bonds could be issued to raise are travelling a rough road, for safety of funds, but as it is needed to carry on their travel is a trade mark that every railroad travel is a trade mark that every railros is most anxious to secuire. Yet with all rassment of railroads before us we find Legislatures insisting on arbitrary and lower rates, which if put into general practice would mean bankruptcy for a large majority of the railroads.

by legislation the railroads should be altreasonable statement to make in the pres ent state of the public mind on the subject, but it is nevertheless the truth, and it will not be long before this assertion is vindi-cated. The railroads are not earning the money they should, considering the nature of the business and the capital invested. Their roadbed and equipment are slowly but surely wearing out, their bonds and other forms of indebtedness are becoming due, and some day all these things will have to be taken care of. How they will be able to do so is certainly a problem when we consider that after ten years of the best times the country has ever had ten months of financial depression finds nearly all the rail oads on the verge of bankruptcy.

A slight advance in freight rates would never be felt by the general public, but it would mean a lot to the railroads. It would coourage them to extend their lines, to use every effort to increase their business; they ald afford to pay higher wages and get better help, which would mean better service; financial depressions would not cripple them so easily and their securities would become eafer investments, which is the main point, as a very large proportion of the capital invested in the railroads of the United States has come from small interest. vestors, and their prosperity is therefore of vital interest to a large proportion of the country's population who have invested their savings in these securities.

Other things being equal, its income drawing power is what determines the value of any security; and if the railroads are able to make a reasonable return on the capita invested there will be no need of deck unearned dividends and resorting to the juggling of earnings and expenditures in so as to make their securities salable, as ow the common practice.

The high protectionist would rather los in eye than see any tinkering with the tariff that would work an injury to his pet infant industries. Apply a little of this paternal love to the railroad business, and you will perity of our country, for while a majority of the protected industries are close corpo-rations, the railroads are as nearly owned vestor does not want to have anything to by the people as it is possible to make them do with this kind of an investment. For- by the distribution of their securities among the general public.

The railroad world counts as its own the greatest minds that this country has proluced. It takes a peculiar fitness and long years of training to develop a man capable f mastering the operation of a trunk line of mastering the operation of a trunk line, railroad, and when he attains success he deserves something better than the abuse that is generally his reward. Take B. F. Yoakum of the Rock Island and Frisco railreads for instance. He is perhaps the only man in the railroad business who is not higher figure, and consequently the bond issue will be smaller and the railroad will have a better chance to meet its fixed charges, maintain its property and make necessary. issue will be smaller and the raitroad will have a better chance to meet its fixed charges, maintain its property and make necessary improvements.

The cause of this whole raitroad agitation resides in the fact that very few outside of those in the raitroad business know anything about the science of railroading. They know that Harriman, Hill and a few others have been successful and control large than to be successful and control large than avisables through the far West mant of these reads this debt will be many to these reads this debt will be many the far west than the success of the control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still in an undeveloped state, they run through a territory that is control are still and a

plunderers; they are not despollers of the wealth of our country. Every mile they build means increased wealth to the territory it traverses; and if the people would only understood this they would not be continually throwing obstacles in the way of the financing of these new enterprises.

Instead of fighting the railroads the posple should recognize what they owe them for the present development and prosperity of our country; that more mileage the opening up of new territory, the crea-tion of new industries and the widening of the market for American products, and that this new mileage can be secured only by making the investor feel that by purchasing the securities of railroads he is making an investment that is permanent in character and not subject to the whims of those who through misguided zeal or political expediency would clog the arteries of our nation's

The defeat on Tuesday last of the three cent fare franchise in Cleveland and the turning down of the anti-railroad forces in Georgia and the election of a Governor who is friendly to the railroads are signs that the people are awakening to the fact that they have been pressing the railroads too hard. A non-paying concern is of no benefit to a community, and the 225,000 miles of railroad in the United States must be considered in the same light. They must be making money to be of any real value to the country; and regardless of what party comes into power they must be assured of this opportunity before there can be any sub-

stantial return of prosperity to our land.
NEW YORK, October 26. W. B. STRANG.

Mr. Hughes's Chance of Success To the Editor of The Sun-Sir: In estimating Hughes's chances of election it should be remembered that two years ago, with thousands of Democrats voting for him, he had only 134,864 plurality over Hearst outside of Greater New York and that in Greater New York the plurality against him was cut down by many thousands of Democrate voting for him. In New York county, for instance, the plu-rality for Hearst was only 76,962, while the plurality for Chanler was 89,719. In Brooklyn the plurality for Hearst was only 4,578, white the plerality for Chapler was 37,072this, too, although many Democrats voted against the entire Conners-Murphy State

This year Hughes will lose many Republican votes up the State and in this city, while the great mass of Democrate who voted for him two years ago will vote for

A DEMOCRAT WITHOUT A PREFIX. NEW YORK, October 25.

The Return to Conservatism.

TO THE EDITOR OF THE SUN-Sir: Permit me to suggest a text for your editorial department: "Let the voters on November 3 forever stamp out the three radicals, Roosevelt, Bryan and Hearst." We have had our fill of theories, letter

writing and cunning oratory. We suffer with political indigestion. We want a return to conservative government, respect for custom, laws and the courts.

This communication I know expresses the sentiments of many. Ex-Muck RAKER.

NEW YORK, October 26.

Thoughts of a First Nighter. To THE EDITOR OF THE SUM—Sir: Will you permit me to say a word to the theatrical managers who have decided not to reserve seats for the regular first nighter?

It has been and still is my habit to attend the first performance of a play in New York, and in-stead of finding the audience cold and uninspiring, as these managers allege, I have noted that a first night audience is considerably more en-

thusiastic than any other.

I have seen an act receive twelve or more curtains on a first night, only to earn two or three on subsequent nights. Since this is a fact gengoers tell me why a first nighter is ong to dreaded?

As an outsider—as far as I am able to see-As an outsider—as far as I am able to see—the critic is by far more dangerous, for with his sometimes clever-but generally causale pen he will condemn a play which the audience has manifestly enjoyed, thereby causing a manager to lose thousands of dollars, where if he had pointed out to the public the good as well as the bad the same play would have had a fair chance for popularity. Don't you think that this would he his method had he a few thousands at stake? e his method had he a few thousands at stake?

Considering the critic and the first nighter as we find him here, which of them do we need?

Is the Stock Bunning Out?

TO THE EDITOR OF THE SUN-Sir: The article on "The Depopulation of France" is interesting not only because it indicates the progress of a not only because it indicates the progress of a decaying nation—as Lord Salisbury described the Spanish—but also because the condition here is as had as in France, or worse. Our numbers are maintained by immigration. The sturdler races are displacing the older "Americans." Here a peaceful conquest is taking place. Will France yield to a peaceful conquest, or will her fertile soil be the prize in the next great European warf. The latter assems to be her destiny, and her great The latter seems to be her destiny, and her great dread of war is probably due to that conscious-ness. The "Franks" in their, modern kinsfolk will again seize and populate the fair fields

But what are the causes which are pr But what are the causes which are producing similar results in France and America? Even prolific England is displaying tendencies of the name character. The presence of women of their own race chiefly distinguished the early English or British settliers and ploneers from the French and Spanish. Hence these United States. Have the women of British stock lost their old strength. loyalty and herolam? "OLD" AMERICAE. NEW YORK, October 25.

Credit to Richmond Borough. TO THE EDITOR OF THE SUN—Sir: In the tong run credit usually comes to whom it is due, and your article in The SUN of October 15 contribed Refuse Burned in Masa" does give a rea mount of credit to the little B mond-little in population but large in area and

possibilities.
There is just one point, however, that is only fair to comment upon. The article refers to a special commission appointed by Mayor McClellan, consisting of certain well known gentlemen, and adds that "in their report they recommended that this method be tried in the Boroughs of Richmond and Queens. Richmond's refuse de-Richmond and Queens. Richmond's refuse de structor, as it is called, is the result of that re

As a matter of actual fact the report in question was somewhat the result of the work already done in Richmond, the studies, seeks, conclusions ntracts having all been made before the commission made its investigation or re Louis L. Thirds, Commi NEW BRIGHTON, October 22.

The Strife for Excellence in Beston. TO THE EDITOR OF THE SUN-Sir: The inquiry you are carrying on into the manners and morals of this ancient city suggests the reporting of the following fact: THE SUNDAY SUN is regularly following fact: THE SUNDAY SUM is regularly abstracted from the reading room of the Public Library within twanty-four hours of its arrival. The gentlemen in charge of the room is much agitated by the feilure of all his efforts to prevent this mysterious disappearance. I believe there is some prospect of the edition being bound in a light steel back and attached by a chain to one of the desire. You will be riad to hear how. one of the desks. You will be glad to hear, how-ever, that no other newspaper than True SUMPAY SUM is treated by Bostonians with this high-handed piratical violence.

A DISAPPOINTED READER

The Balkan Question Just 100 Years Age. From the London Times of October 16, 1808. The following project for the dismemberment of European Turkey is circulated on the Conti-nent: France to have Albania, Greece the Morea and the islands; Russia to retain its conquests in Moldavia and Bessarabia; Austria (in the event of her acceding to the confederacy) to re-ceive Bosnia. Servia and Macedonia, Austria ced-ing to France the Lithorage; the provinces of Wallachia, Bulgaria and Rumania to be erected into a separate kingdom for the Grand Duke Con-

To Bother Governor Hughes-

To the Editor of The Sun—Sir: I expect to be present election morning at the polling place on Eighth avenue where Governor Hugher presents himself and to challenge his right to

ote. It will then be nece